



## Cobb County Comprehensive Transportation Plan Public Meeting Round #2

### Northeast Planning Area

**Meeting Date:** August 16, 2006  
**Meeting Time:** 7:00 – 9:00 p.m.  
**Location:** East Cobb Government Service Center  
4400 Lower Roswell Road  
Marietta, GA 30068  
**Attendance:** 51

### **Agenda**

Welcome and Opening Remarks..... Laraine Vance  
Highlights from Outreach Activities..... Morris Dillard  
Status of Random Opinion Survey .....Harry McGinnis  
Draft, Vision, Goals and Strategies .....Harry McGinnis  
Update on Technical Analysis .....Rod Wilburn  
Public Comments  
Closing

### **Meeting Summary**

Participants were asked to sign in upon arrival and were provided with project materials including a fact sheet, glossary of transportation & land use planning terms, public meeting schedule, comment sheet, public meeting evaluation form and a meeting agenda. Area maps were on display for participants to review.

Laraine Vance welcomed the audience and introduced the project consulting team. She also acknowledged the Project Management Team and Stakeholder Coordinating Committee members in attendance. The project consulting team presented results of recent work activities through a power point presentation, which is included in and made a part of the record copy of these notes. Questions/comments asked/made by the participants are listed below.

**Comment:** One goal is missing, that is how to preserve quality education. There is no communication between education and the transportation plan.

**Response:** The school board is in the loop and is included in the stakeholder group that was interviewed for input.

**Question:** What is your confidence level that the travel demand model is on target? What if these are not the correct population numbers for 2030?

**Answer:** The study uses the Atlanta Regional Commission estimates that are based on an established methodology for the Atlanta area. In addition, the study will consider an alternative, more aggressive population and employment projection as a second scenario. The level of growth is as important as the distribution of growth in the County. We know that growth is occurring and our challenge is to plan, in coordination with the City and County staffs, for where the growth is expected to occur and how to plan for mobility in the future.



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**Question:** Does the travel demand model consider that those who move to Cobb will work in Cobb?

**Answer:** The travel demand model does take into account the growth in County based on employment, which has been increasing over time. The model inputs will take advantage of the work being done with the comprehensive plan that addresses land use development, including employment locations for distribution of work-based trips.

**Question:** Why are bikes listed as a transit solution? It should be removed from the slide.

**Answer:** Bicycles are used for all types of trip purposes. CCT and MARTA permit bicycles on transit vehicles and there are a number of citizens who exercise that option.

**Question:** Do you think that bikes and pedestrian facilities have anything to do with relieving traffic congestion?

**Answer:** Bikes and sidewalks should be considered as part of a multi modal transportation solution to addressing congestion. One of our challenges will be to facilitate use of these modes. There has to be a way to use bikes in addition to consideration for separating bikes from vehicles.

**Question:** What is being considered to handle storm water?

**Answer:** Storm water drainage is an important aspect of how the system is currently operating. In addition, the County's project engineering must comply with state standards for mitigating impacts of storm water. The study will identify where water drainage may be an issue and where there are environmentally sensitive areas that could be impacted.

**Question:** What is the impact of technology on what we are attempting to do?

**Answer:** Technology has done much to make the automobile and truck operations "cleaner" with respect to air quality and to energy efficiency. There is technology for cleaner cars and clean gas. Technology has also been effective in traffic signal timing, moving traffic through corridors, and providing real time data on major corridors. ITS, or Intelligent Transportation Systems, is part of the I-75 and I-575 corridor operation, facilitating the flow of traffic with message signs, cameras and on-road sensors.

**Question:** It is important that lights be synchronized to improve traffic flow. I can hardly get through two lights without being stopped. Is there a plan to fix this problem?

**Answer:** The County is currently working to improve traffic light synchronization.

**Question:** Is there a priority list of County projects underway and their status?

**Answer:** This information is available through Cobb DOT's website or by calling Cobb DOT. Representatives are available tonight who can answer questions on specific projects.

**Question:** In 1989, there was a revision to the Comprehensive Plan that reported population of 600,000 for the projected build out level. Now that population ceiling is projected at 800,000, there has still been no analysis on vacant land that can be converted to support build-out. Where does the projection of one million come from?

**Answer:** The numbers are projections based on ARC and local planning analyses. The 1 million plus projection is only a "what if" projection and has no official status.

**Question:** Regarding sidewalks, overlay of vacant land use and the character of land, will the land use (Comprehensive Plan) and the transportation (Comprehensive Transportation Plan) be coordinated?

**Answer:** The Comprehensive Plan and Comprehensive Transportation Plan's project teams are working together to evaluate land use patterns, availability of developable land and future growth.



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**Question:** For those who take CCT, where do they park?

**Answer:** Many will park at park-ride lots, which in some cases are informal parking lots located at malls, churches or on vacant land.

**Question:** This sounds like planning for a transportation network not a transportation plan. How will we deal with population where 50%, many seniors, will require some form of public transportation to get around? This needs to be put into the model.

**Answer:** The County is conducting a Senior Adult Transportation Study to look at transportation needs for seniors. The Comprehensive Transportation Plan will consider results of that study in making recommendations.

**Question:** If ARC and GRTA are planning for transportation in the future, why is Cobb making a plan?

**Answer:** Regional planning does not replace county-level planning. The mission of ARC and GRTA is to plan for regional mobility that facilitates access to regional destinations. ARC is planning at a 20,000-foot level and does not deal with neighborhood corridor issues that are part of a county, city and community focused plan. We will address the mobility needs at a community level.

**Question:** Who ultimately deals with toll roads?

**Answer:** GDOT and SRTA (State Roads and Tollway Authority) deal with toll roads.

**Question:** Explain your model - how are the projections determined for telecommuting as an example.

**Answer:** The model uses data that reflects trip making, land use and travel patterns to determine the current and future transportation needs. As part of the analysis, the model will consider transit and other alternative modes to the single automobile as a travel choice. The model is a very valuable tool; it can simulate reality and be helpful in considering strategies for facilitating mobility and reducing congestion.

**Question:** Rail has not been mentioned but there is a need to look at rail efficiency. Does that mean there is no interest in rail in the future?

**Answer:** Like all other modes, rail is under consideration. There has been a great deal of important study already done on the feasibility of commuter rail and other rail modes that will be considered in this study.

**Participants were asked to react to the following question.**

**Question:** Where do you want to increase densities? Where would you not like densities to occur?

**Public Response:**

- Not in neighborhoods. Densities should be in activity centers where you already have density.
- Around Paulding and Canton Rd. These areas are already becoming dense and may be able to support HRT and BRT



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- High density development is determined by transportation so high density should be developed around the transportation plan
- Focus mass transit where high density exists
- Need to have infrastructure for high density (i.e. water and sewer)

The participants were thanked for their attendance and encouraged to visit the project website at: [www.cobbdot.org/ctp](http://www.cobbdot.org/ctp) for progress on the study and for information on future meetings. The meeting was adjourned.

### **Written Comments (unedited)**

1. Tell us what improvements have started and their present status of completion. What has been done to fix the traffic signals so I do not have to stop at almost every traffic light? Keep working on the bicycle plans for routes. We must have rail in the future.
2. Please do not use an example showing a Cobb population of greater than one million people. There is NO political support for this level of growth now nor in the future. There is no analysis showing build-out under current zoning.
3. Would like to see crash rates not number of accidents – volume is not considered.
4. (1) Transit is already lagging higher density development in corridors – at this rate it will not catch up. Look at Highway 41 through Acworth and Kennesaw. (2) Focus should be on transit in the future rather than develop roads like the planned Barrett reliever Phase 2. Other than maintenance, more asphalt is not the answer for the future because it is not sustainable.
5. (1) We need a better “definition” of the LOS Plan and what it means. (2) Can the red lights be changed to flashing red or yellow after 9 p.m. for better flow?
6. (1) ARC and GRTA plans are very intensive in transit use. There is no convincing historical data that supports these plans. (2) This meeting did not adequately address the relationship between county planning and ARC/GRTA planning. (3) Need more honest disclosure about what’s already in the pipeline. (4) Need honest forecasts of costs of various transportation methods. (5) Need information regarding how future needs will be funded.
7. Need to bridge the communications gap between the Commission and School Board so when new schools are built the roads and sidewalks leading to the school are adequate.
8. Computer modeling is needed. Emphasis should be on capital cost. We need 15-20 year retiree projection in this area then 30-year projection. What are the RSL zoning effects?
9. Would like to see interactive computer modeling with outcome examples and overlays with a selectable sliding scale.